

LIVINGSTON CALLS IN TRANSIT FOES

Kings County Leader Urges
Support as Governor Ex-
presses Confidence.

KOENIG KEEPS HANDS OFF

Miller Considers Personnel of
Transit Commission Dur-
ing Vacation.

Gov. Miller at the St. Regis Hotel yesterday expressed the greatest confidence that Mayor Hylan, William Randolph Hearst et al. would not find it possible to block the carrying out of his programme for settling the traction tangle in New York. Before the Governor returns from his brief vacation it is believed he may have the personnel of the traction commission pretty well in mind.

Jacob A. Livingston, the Kings county Republican leader, started yesterday to bring into line the members of the legislative delegation from that county who so far have stood out against the passage of the traction bill. Samuel A. Koenig, New York county leader, still refuses to put any pressure upon the Senators and Assemblymen from Manhattan. He has left each free to vote as he thinks best. While the traction bill will come up for discussion at the weekly legislative conference in New York county headquarters this afternoon it is predicted no definite action will be taken. Mr. Koenig has succeeded in preventing some of the more radical opponents of the bill from expressing their views in public.

When Gov. Miller was told of the plans of the Hylan administration to take his plan into court on a question of constitutionality he laughed and replied:

"Somebody might obtain an injunction, but I do not believe it would stand very long. Of course there is always a difference of opinion on these matters."

As to the contention of the Mayor that the traction bill ought to come to him for a hearing and approval or disapproval, Gov. Miller begged to dissent. "It is not a city bill, nor will it be one," he said.

As legislative authorities declare it clearly an amendment to the public service act, a general bill, they say there, is not the slightest basis for the argument that the bill should go to Mayor Hylan.

The Governor said he had not the slightest idea as to who the three traction commissioners would be. He has a clear notion of the type of man he wants, but does not know where he will find three such men. Leroy T. Harkness, who drew the dual subway contracts and assisted in drafting the Governor's bill, called on him at the St. Regis for a few minutes. It is understood, however, he is not a candidate for appointment on the commission.

While the Governor intends to rest at Atlantic City it is understood he will give serious consideration to the qualifications of a list of possible appointees which has been submitted to him. He may be in a position to talk definitely to some of them before he returns to Albany.

Five Kings county Assemblymen, who have stood out against the traction bill thus far, were called into conference by Mr. Livingston. They were James H. Caulfield, Jr., of the Fifth district, John R. Crews of the Sixth, James T. Carroll of the Ninth, Francis X. Giaccone of the Nineteenth and John O. Gempier of the Twentieth. He is said to have told them they would be committing political suicide by refusing to support the traction bill, which was surely going through and would prove to be all that its supporters claimed for it. District leaders have also talked to the Assemblymen in the interest of the bill.

HYLAN WANTS CREDIT FOR A TRANSIT IDEA

At the Board of Estimate meeting yesterday Mayor Hylan took vigorous exception to the statement of Gov. Miller that the city administration had produced no constructive suggestion for any of New York's transit problems. The Mayor laid special claim to having had a thought upon the subject of the West Side tracks problem and declared that same thought is the suggestion for improvement now incorporated in the report of the New York and New Jersey Port and Harbor Development Commission which the Governor recently commended.

The Mayor said he originated the idea that it was put into legal shape by the Corporation Counsel and presented to the commission for incorporation in its report by Murray Hulbert, Commissioner of Docks. He explained that while representatives of his administration at a public hearing in Albany last Tuesday objected to the port treaty bill as a whole, they did not object to the particular feature to which the Mayor lays claim.

"And I want to say right here," Mayor Hylan continued, "that this talk about the city authorities not taking any action on the West Side matter is absolute rot. Action has been taken in court and the case now is on appeal. When they say that nothing has been done it is absolutely incorrect."

"A lot of loose talking in Albany," suggested Francis X. Sullivan, acting President of Queens.

"No, I don't say that," replied the Mayor.

Then, by way of supporting his statements, the Mayor called upon J. Blocker Miller, Assistant Corporation Counsel, to outline what had been done.

STAND BY OPPOSITION TO TRANSIT MEASURES

The political wrinkles which appeared in the ranks of Twentieth Assembly district Republicans when recent weeks were ironed out last evening at a peaceful meeting of the district Republican Club, when State Senator William Duggan and Assemblyman Mario G. Piro defended their opposition to the transit measures during the legislative fight at Albany.

Neither was questioned concerning his negative vote on the traction measure, because in this respect they seemed to be supported by a safe majority of club members. At a regular meeting of the club last Monday evening, however, there had been criticism of a series of articles in two New York newspapers in which Senator Duggan was extensively quoted, and quoted in such manner as some believed injurious to the best interests of the party. There also had been one article in a Harlem newspaper purporting to have been written by Assemblyman De Piro, which came in for censure.

The meeting last evening was called to give the legislators an opportunity to hear this criticism repeated and make whatever defence they cared to put up. They answered not only this criticism but the complaints which are understood to have emanated from county and State leaders, so the meeting adjourned "sine die," with harmony, and Frank K. Bowles, district leader, who presided, said that every one could in some measure feel "chastened" by the frank discussion.

FIGHTS \$2,260,534 CLAIM FOR SUBWAY CAR DOORS

Craig Insists City Should Not
Recoup Interborough.

Comptroller Charles L. Craig announced yesterday that the Rapid Transit Construction Company, the stock of which is owned by the Interborough Rapid Transit Company, has begun a suit in the Supreme Court against him to compel the payment by the city of \$2,260,534.58 to defray the cost of certain equipment improvements made upon Interborough subway cars, and which the Comptroller has refused to pay. Mr. Craig will argue the case in person before Justice Gavegan next week.

The sum sought is to pay for the installation of multiple car door controls on 882 subway cars, by use of which the Interborough has been able to use guards only on alternate car platforms, reducing the car guard force by half. The recovery is sought by the company under an agreement made with the city in 1911, based upon the "Saratoga Award" of 1907, whereby the city was to pay the sum now sued for to pay for additional subways and equipment upon ruling of the Public Service Commission that such were necessary.

The Comptroller refused to make the payment on the ground that Contract No. 3 of the dual subway contracts, made between the city and Interborough in 1913, superseded all previous agreements, in that it "provides for every conceivable form of construction or necessity for equipment that then existed or might thereafter arise at any time in the future."

Mr. Craig said that after waiting nine years the Interborough found it difficult in 1920 to raise money for all of its equipment and accordingly made an application to the Transit Construction Commissioner, asserting for the first time that the moneys should be paid under the 1911 agreement instead of Contract No. 3.

GOVERNOR ON BRIEF VACATION AT SHORE

Rests After Presenting to the
Legislature His Complete
Programme.

Special Despatch to THE NEW YORK HERALD.
New York Herald Bureau,
Albany, March 18.

Gov. Miller went to New York to-day and will later go to Atlantic City for a complete rest. He may be gone most of next week. While fully recovered from his recent illness the trying duties of the first ten weeks of his career as Chief Executive of the State have made a brief vacation advisable.

Through his first annual message and succeeding special messages he has placed before the Legislature his entire programme. He has presented to the lawmakers his ideas on the needs of the State, and his leaving Albany at this time is significant of his determination not to interfere with the prerogatives of the legislative branch of the Government. He has no intention of using the whip of his executive power to force lawmakers into line in carrying out his recommendations.

The Governor and the Legislature, however, have been acting in complete cooperation. There is little doubt that the Executive will get practically everything he has asked for. The budget makers have outdone his request for economy in State appropriations. His recommendations for reorganization of the Industrial and Tax departments already are laws.

His State prohibition enforcement bills

have passed the Assembly and will get favorable action in the Senate on Tuesday. On the same day the transit bill, which the Governor considers the most important piece of legislation to be acted on at the present session, will be passed in the Assembly, a conference of Republican members this week showing that it has more than enough votes. It passed the Senate this week. The transit bill undoubtedly will be in the hands of the Governor the latter part of next week.

The only legislation left over which there is likely to be any controversy is that repealing the direct primary law. Little opposition is expected to the measure carrying out the Governor's message for the development of the State's water power. The proposed constitutional amendments for the reconstruction of the State government probably will pass with the support of the members of both the major parties. The legislative leaders feel certain that final adjournment can be taken not later than April 20, and that most of the work of the law makers in the last two or three weeks will be the clearing up of local measures.

Senator Alva Burlingame, Jr., Republican of Brooklyn, introduced to-day a bill providing salary increases for members of the New York police force. It was drafted by the Patrolmen's Benevolent Association. The increases include:

For captains detailed as chief inspectors, \$3,500 to \$7,500; when detailed as borough inspectors, \$3,000 to \$5,300; when detailed as inspectors, from \$3,000 to \$4,900; for every other captain, from \$2,750 to \$4,000; for the chief surgeon, for every other surgeon, from \$3,500 to \$4,400; for lieutenants, from \$2,950 to \$3,300; for sergeants, from \$1,500 to \$2,700.

The office of doorman is abolished. The increases for patrolmen and policemen are:

First grade, from \$1,400 to \$2,500; second grade, from \$1,350 to \$2,100; third grade, from \$1,250 to \$2,040; fourth grade, from \$1,150 to \$1,920; fifth grade, from \$1,000 to \$1,769; sixth grade, from \$900 to \$1,769; seventh grade, from \$800 to \$1,749.

TUBE NET, \$181,989; 'L' LOSES \$2,864,749

Last Six Months of 1920 for
Interborough Disclose Ele-
vated to Be Drag.

Although the subway lines of the Interborough Rapid Transit Company showed a net income of \$181,989 for the last six months of 1920, according to a report to the Public Service Commission made public yesterday, the entire system, including the elevated lines in Manhattan under lease to the Interborough upon a guaranteed return of 7 per cent, closed the period with a deficit of \$2,864,749. The deficit was due directly to the losses upon the elevated lines, which closed the period with a deficit of \$2,864,749.

The surface lines of the New York Railways Company in Manhattan and The Bronx showed a loss of \$1,317,759 for the same period. The Third Avenue Railway system made a net income of \$180,472, but since it was applicable to adjustment income bonds the system reported a deficit of \$373,927. The Eighth Avenue Railroad Company reported that it failed to meet its expenses and fixed charges by \$112,000.

The Interborough's report included the following analysis:

In the half year the Interborough carried 496,035,322 revenue passengers, of whom 188,000,000 travelled on the elevated lines. The total operating revenue was \$28,560,795, operating expenses \$28,034,250, taxes \$1,311,298, leaving a balance in operating income of \$2,215,247.

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There was other income of \$10,235, but interest and other charges were \$10,022.42.

For the month of January, 1921, the deficit from the elevated lines was \$506,894, while the net income from the subway and other operation was \$280,459. The Interborough reported that its total fuel cost for power in the subways for the fiscal year ending June 30, 1920, was \$2,453,721. The average price paid for coal was \$3.042 a ton.

There was other income of \$10,235, but interest and other charges were \$10,022.42.

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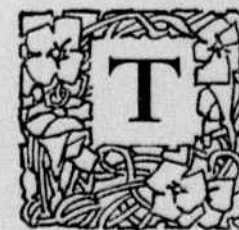
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HE former Kaiser of Germany has written a book which presents the German viewpoint of conditions before the war and in which he states his own position. The New York Herald has secured this book for newspaper publication in America. A complete digest of the book will be published in The New York Herald, Next Sunday, March 20.

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